



Meet Your 1956

DODGE

Born of Success . . . to Challenge the Future

Table of Contents

	<i>Page</i>		<i>Page</i>
Accelerator Pedal.....	7	Hood Lock Control.....	3
Air Conditioning.....	33	Ignition and Starter Switch...	6
Ammeter.....	5	Keys.....	2
Antennae.....	32	Light Bulb Chart.....	19
Brake Pedal.....	7	Lubrication Check	
Brakes.....	16	List.....	38, 39, 40, 41, 42, 43
Break-In.....	15	Lubrications and Inspections..	41
Circuit Protectors.....	19	Oil Filter.....	27
Cleaning Hints		Oil Pressure Indicator.....	5
Exterior.....	36	Parking Brake.....	7
Interior.....	37	"Planned Driving".....	26
Clutch Pedal.....	7	Power Seat.....	8
Convertible.....	21	Power Steering.....	9
Cooling System.....	17	Power Windows.....	8
Cowl Ventilator Lever.....	5	Radios.....	30, 31, 32
Directional Signal Light.....	6	Rear Compartment Speaker...	32
Directional Signal Light		Specifications.....	44
Lever.....	6	Speedometer.....	6
Door Locks.....	2 & 3	Starting.....	10
Electrical System.....	18, 19, 20	Station Wagon.....	22
Engine, Vehicle, Body Numbers	44	Temperature Indicator.....	5
Fresh Air Door Levers.....	6	Tires and Wheels.....	23
Front Seat Adjustment Lever.	7	Changing.....	24
Fuel Indicator.....	5	Rotation.....	24
Fuel and Oil.....	27, 28, 29	Transmissions	
Headlight Dimmer Switch....	7	PowerFlite.....	10, 11, 12
Headlight and Panel Light		Standard.....	13
Switch.....	5	Overdrive.....	14
Heaters.....	30, 31	Tubeless Tires.....	25
High-Beam Indicator.....	6	Windshield Wiper Switch....	5
Highway Hi-Fi Record Player.	30		

Congratulations— and Welcome to the Dodge “family”

The thrill you experienced when you first drove the 1956 Dodge is yours to enjoy for countless miles to come.

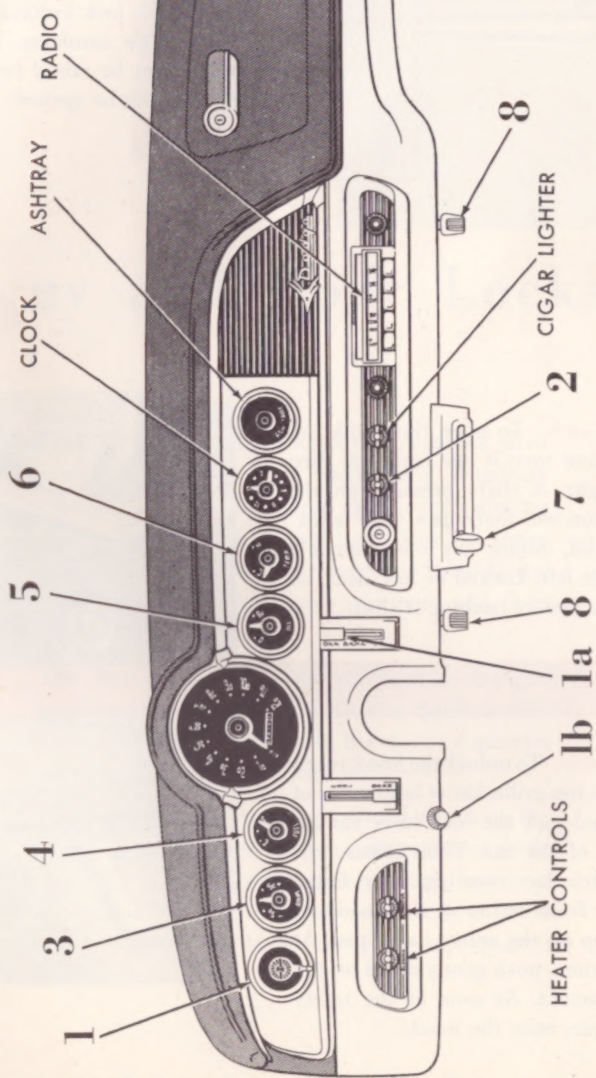
We know that the more familiar you become with this great car, the more you will realize the wisdom of your choice. Nothing has been overlooked to make your new Dodge a masterpiece of beauty and craftsmanship.

We especially recommend to you: *Please read this book thoroughly and carefully.* It will help you get the greatest satisfaction and pleasure from your new Dodge. It will save you time and add to your enjoyment by answering important questions that might arise from time to time. Keep this book handy in the glove compartment.

And should you require service on your Dodge, remember that your dependable Dodge dealer knows your Dodge best. Rely on him for all your service needs.

Congratulations on a wise decision, and happy motoring!

DODGE DIVISION
Chrysler Corporation



Instruments and Controls

1 Headlight and Panel Light Switch (cars with standard or Overdrive transmission)—To turn on parking lights and tail lights, rotate center knob clockwise to first position. Rotating knob further to the right turns on headlights. To illuminate instrument panel, rotate lever clockwise. Panel illumination is variable and may be dimmed by rotating lever further to the right.

1a Headlight Switch (cars with Magic Touch Control push-button transmission)—To turn on parking lights and tail lights, move switch lever down from OFF position to center or PARK position. To turn on headlights, move lever further down to ON position.

1b Panel Light Switch (cars with Magic Touch Control push-button transmission)—Panel illumination is variable and can be brightened by turning rotary dimmer knob beneath heater controls from left to right, in a clockwise direction.

2 Windshield Wiper Switch—With ignition ON, rotate knob to right to operate electrically-driven single speed wipers, standard on all models. On cars equipped with variable speed wipers, (optional equipment), turning knob further to the right increases wiper speed.

3 Ammeter—The ammeter shows whether your battery is charging or discharging. When the engine is running and the battery is fully charged, the pointer should show little or no charge. If the needle shows a continuous discharge have system checked.

4 Fuel Indicator—This indicator shows the amount of gas you have in your gas tank. By referring to the markings between "E" and "F," you can determine the approximate amount of fuel. Remember, though, when the ignition is off, the gas gauge will always show "empty."

5 Oil Pressure Indicator—This indicator shows the amount of oil pressure when engine is running. It does not show the amount of oil. Any marked variation from normal reading while engine is running should be promptly investigated to avoid damage.

6 Temperature Indicator—This indicator shows the temperature of the coolant in your engine. Normally, the pointer will rest at the left end of center bar. If it swings to the "H", stop the engine. NEVER ADD WATER TO YOUR ENGINE IF IT'S OVERHEATED. Wait until it has cooled!

7 Cowl Ventilator Lever—The cowl ventilator may be opened to any desired position by sliding the horizontal lever located under the instrument panel from left to right.

8 Fresh Air Door Control Levers—Located under the instrument panel, these doors admit fresh air directly from the cowl ventilator. When closed, the doors direct outside air through heater. Hinged at the top, they can be opened and closed by hand or by convenient toe pedals. Pull out to open.

I Instruments and Controls

(continued)

Ignition and Starter Switch (illustrated, lower right)

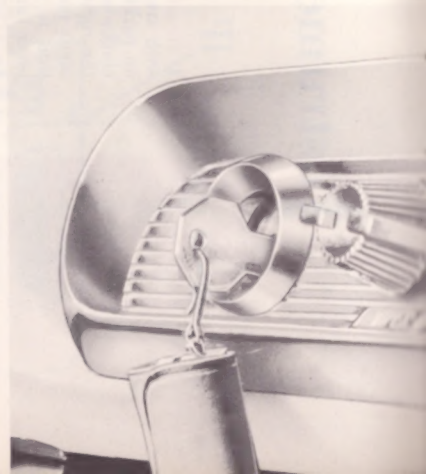
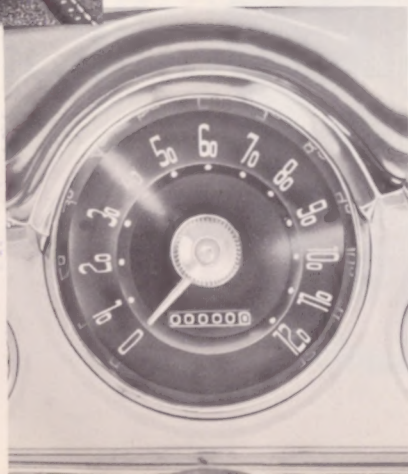
—This switch has four positions: IGNITION ON, STARTING, ACCESSORIES, and OFF. To turn on ignition, turn key to right in first position. Turning it still further to the right starts the engine; when engine starts, release pressure on key. Turning key fully to the left turns on the accessories only. Vertical position is OFF.

Speedometer (illustrated, lower left)

—Indicates speed of car and records mileage. The High-Beam Light Indicator is located on the right side of the speedometer face. When the indicator shows red, it'll remind you that your headlights are in high-beam position. The Directional Signal Light is located on the left side of the speedometer face. It flashes a green warning light whenever your directional lights are operating.

Directional Signal Light Lever (special equipment all

models, illustrated left)—This lever controls the turn-signal lights at the front and rear of your Dodge. Push lever DOWN to signal for LEFT turn; UP for RIGHT turn. Directional signal lever returns to neutral position automatically after sharp turn, or can be moved manually to neutral after wide, sweeping turns.



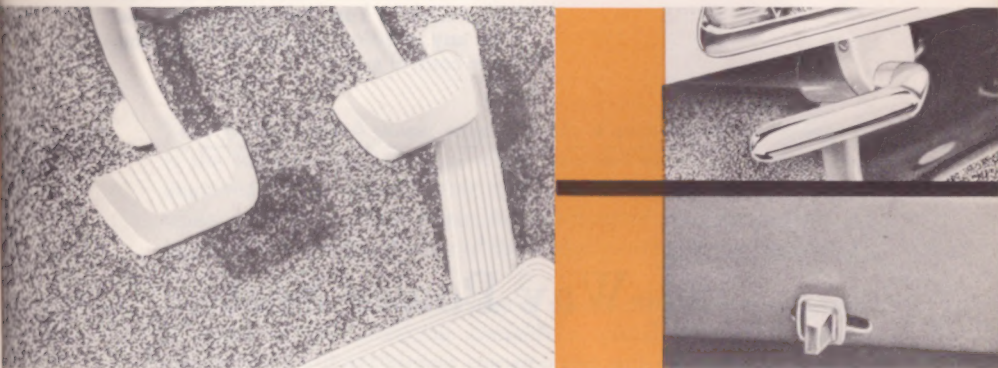
Floor Controls

Accelerator Pedal—This pedal is so constructed and located as to reduce foot fatigue, yet give positive control of car speed. Do not pump on the accelerator pedal while waiting for traffic signals as this wastes gas and will set your car in motion if equipped with PowerFlite transmission.

Brake Pedal—The brake pedal is suspended from the dash for greater braking convenience, easier maintenance. On models equipped with PowerFlite, an extra-wide brake pedal is provided so that the driver can apply the brakes with either left or right foot.

Headlight Dimmer Switch—Just press the dimmer switch to transfer headlights from "high" to "low" beam. Don't forget to practice driving courtesy at night—lower the beam for oncoming cars.

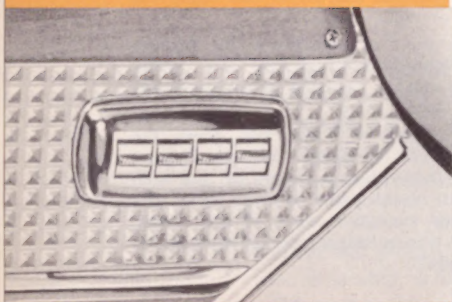
Clutch Pedal (if equipped) — When you press the clutch pedal to the floor, you disengage your clutch from the engine. Remember, there should always be one inch of free movement in your clutch pedal. Do not "ride" the clutch because it causes excessive wear of the clutch parts. Dodge PowerFlite transmission (special equipment) eliminates the clutch pedal.



Parking Brake—Internal (illustrated, upper right)—Your new Dodge is equipped with a parking brake that operates independently of the service brakes. That means you have an auxiliary braking system for use in any emergency. This parking brake has the highest braking and holding power in the industry.

Front Seat Adjustment (illustrated, lower right)—Just pull back the seat release lever on the left side of the front seat to move the seat forward or backward. You will note the seat rises as it moves forward. This gives better visibility for the driver who needs to be closer to the foot controls.

Power Window Lifts

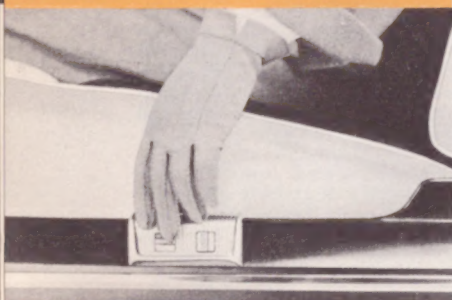


Power Window Lifts are special equipment on all models. Each door has its own window switch. In addition, all door windows may be operated by the control switches on the left front door.

The four switches on the left front door (from front to rear of car) operate the following windows: First (front) switch, right rear window; second switch, left rear window; third switch, right front window; and fourth switch, left front window.

To raise a window, simply lift the control switch. Press it down to lower the window. You can stop the window in any position by merely releasing the control switch.

4-Way Power Seat



You have 4-way control of your front seat if you have the convenient 4-way Power Seat (special equipment). Two switches, located on the left front side of the seat, control the adjustments.

One switch moves from front to rear and controls the forward and backward movement of the seat. The other switch moves up and down and raises or lowers the seat to the desired position for maximum comfort.



Full-Time Power Steering

Your Dodge coaxial power steering unit, if your car is so equipped, is the full-time integral type, which provides smoother control and improved "returnability" after turns. In the event of power failure while driving, you still retain full mechanical steering control, an important, reassuring feature of the Dodge power steering equipment.

CAUTION: The hydraulic system of your Dodge power steering unit is closed and the reservoir contains a special filter. Your power steering fluid will not become contaminated with sediment or dirt and need not be changed.

Fluid used in Hydraulic Steering System—Approximately 3 pints of type A automatic transmission fluid is recommended for use in the hydraulic system of the power steering unit.

Servicing—It is recommended that your Dodge power steering be serviced only by your authorized Dodge dealer. *Your power steering pump pulley belt should be checked at 500 miles and thereafter at every 1,000 miles to maintain proper tension which will prevent slippage.*

PowerFlite Automatic Transmission

with MAGIC TOUCH CONTROL

Now, the miracle of Dodge push-button driving brings you the *touch of tomorrow*, today!

New Dodge Magic Touch Control lets you "tune in" all the ranges of Dodge PowerFlite automatic driving with a touch of your finger . . . just as easily and simply as you'd press a push button on your car radio! It is no longer necessary to shift gears or depress a clutch pedal. Simply push the Magic Touch Control button for the gear you want, and step on the accelerator.

TO START ENGINE—Your Magic Touch Control for PowerFlite Automatic Transmission is equipped with a safety starting feature which makes it impossible to start your Dodge in gear. This is accomplished by interlocking your Magic Touch Control buttons with the starter circuit. You must depress Neutral (N) button before the engine may be started. Once you have done this, depress the accelerator pedal approximately $\frac{1}{4}$, then turn the ignition key to starting position (extreme clockwise position) until the engine starts. Once the engine starts, release the ignition key and it will automatically return to Ignition ON.

These four buttons do all the work for YOU!

N—Neutral Button—Interlocked with the starter circuit, the Neutral button must be depressed to start engine.

R—Reverse Button—For backing car, parking, and to permit "rocking" it in mud, sand, or snow.

D—Drive Button—This is the selector button for all normal driving conditions. With engine started, merely push this button in and depress your accelerator, to move car forward. (Note: Be sure hand-brake is released whenever you put car in motion.)



L—Low Button—Holds transmission in low gear regardless of car speed. Good for engine braking, climbing in mountains, and operating in mud or sand.



driving with

PowerFlite Transmission

Drive Range—Once the engine is running, *depress* the Drive (D) button for all normal driving conditions. The car can be put in motion by merely depressing the accelerator. With a V-8 engine it will accelerate in low gear until, at some speed between 18 and 64 mph, the transmission automatically shifts into direct drive. With a 6-cylinder engine this shift into direct drive takes place at some speed between 15 and 49 mph. The exact speed at which automatic shifting takes place depends upon the pressure applied to the accelerator pedal.

Quick Acceleration—Should an emergency situation demand it, you may secure an extra burst of acceleration from your Dodge PowerFlite Transmission. With a V-8 engine, this can be attained at car speeds up to 57 mph by depressing the accelerator pedal to the floor board. With a 6-cylinder engine, this can be attained at car speeds up to 40 mph. Pushing the accelerator to the floor causes the transmission to downshift from direct drive to low gear.

Low Range—In driving situations which require extra braking or extra pulling power, you will find the Low (L) range of your PowerFlite transmission very advantageous. Although it is possible to shift from Drive (D) to Low (L) and back at any normal driving speed, remember with a V-8 engine never to shift from Drive (D) to Low (L) at any car speed in excess of 65 mph. With the 6-cylinder car, never shift at any car speed in excess of 50 mph.

Reverse—Reverse (R) position is selected for parking, backing up and for situations calling for a "rocking" motion of your Dodge, whenever you may be mired in mud or sand. Simply alternate from Reverse (R) button to Low (L) button to "rock" car forward and backward. NOTE: Do not shift into Reverse (R) when your Dodge is travelling at speeds in excess of 5 mph.

PowerFlite Transmission

(continued)

Push Starting with PowerFlite If your car fails to start, remember that you should always be pushed and not pulled to start it. To start engine by pushing, follow these easy steps:

- 1 Turn ignition switch ON.
- 2 Depress Neutral (N) button.
- 3 When car attains a speed of approximately 25 mph in Neutral (N), depress the Low (L) button. This allows the transmission to drive the engine. If engine fails to start, repeat procedure.

Towing—Should engine failure ever necessitate towing your PowerFlite-equipped Dodge, remember that it may be towed safely **ONLY** if the transmission is operating properly, and only in Neutral (N) at a maximum speed of 35 mph for short distances under 25 miles. For long distance hauling, or if transmission is not operating properly, remove the propeller shaft and tow, or tow with rear end hoisted.

Checking PowerFlite Fluid Level—The Dodge PowerFlite transmission oil dipstick indicator and filler tube are located in the engine compartment, on the right side of the engine.

Check your Dodge PowerFlite fluid level every 1,000 miles by the following method:

- 1 Apply parking brakes.
- 2 Run engine at idle speed.
- 3 Depress Magic Control push buttons in succession, ending up with Neutral (N).
- 4 Check level at transmission dipstick.
- 5 Replenish to "L" mark if level is below the "L" mark when engine and transmission are cold; if the transmission is checked after operating the car for several miles, and the transmission fluid is at operating temperature and the level is below the "F" mark, replenish to the "F" mark.

PowerFlite Draining and Refilling—Your Dodge PowerFlite transmission should be drained and refilled with approximately 10 quarts of fresh AUTOMATIC TRANSMISSION FLUID, TYPE A, every 20,000 miles. It is recommended that you have an authorized Dodge dealer perform draining and refilling operations on your Dodge PowerFlite transmission.

Standard Transmission

Your Dodge easy-shift transmission has been designed to give you smooth, easy shifting under all driving conditions. To shift gears, simply depress the clutch pedal and move the gearshift lever to the desired position. You'll find there are three forward speeds and one reverse gear. Always make certain your gearshift lever is in neutral before starting the engine. Then follow engine starting instructions as given for PowerFlite transmission.

First, or low gear, is for maximum pulling ability. A car speed of approximately 5 to 10 miles per hour is sufficient before shifting into second gear.

Second, or intermediate gear, is for fast, smooth getaways. You'll find you can shift from second gear into high at speeds between 15 to 20 miles per hour.

Third, or high gear, is your cruising gear. You'll do most of your driving in this gear. However, never let your car speed drop low enough to make the engine labor. Always shift to the next lowest gear.

Reverse gear: Always bring your car to a complete halt before shifting. This will avoid the possibility of clashing gears. Back up slowly and carefully.

Pushing To Start: In standard transmission and standard transmission with Overdrive, put car in second gear, turn ignition switch on, depress accelerator, and push until speed of approximately 15 to 20 miles is attained. Note: If you have Overdrive, lock it out when being pushed to start.

Towing: Cars with 3-speed transmission and 3-speed transmission with Overdrive, should not be towed more than 25 miles in neutral. The propeller shaft should be disconnected if car is towed for longer distances, or tow it with the rear end off the ground.



Overdrive

for greater gas economy

If your Dodge standard transmission is equipped with automatic Overdrive (special equipment), you have available a fourth or "Cruising Gear" above 25 mph. When you're using this Overdrive gear, the number of engine revolutions is greatly reduced, yet you maintain the same road speed. This means greater gas savings to you.

To Operate in Overdrive—Just push the Overdrive control knob (illustrated, lower right) all the way up to engage the Overdrive unit. You can do this while the car is moving or standing still. Then, at any speed above 25 mph, just release the accelerator pedal for a moment, and Overdrive will automatically shift into 4th gear.

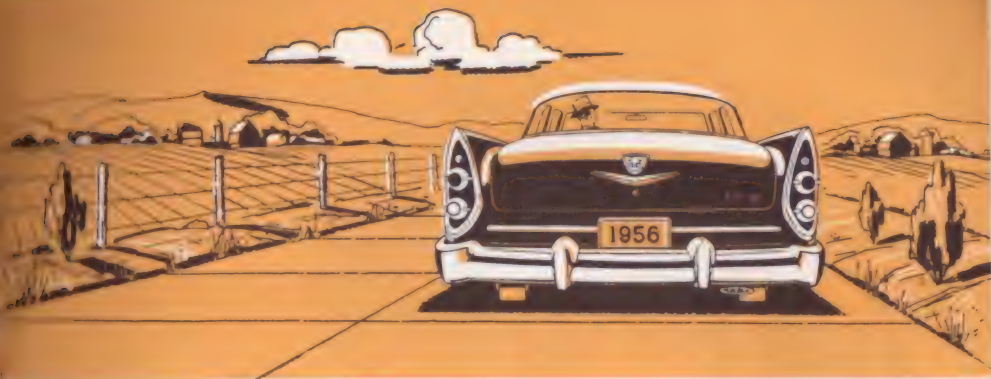
"Kick-Down"—If you need extra power for hills or for passing another car, just depress the accelerator pedal to the floor. Your transmission will automatically shift back to third gear for extra acceleration and it'll stay in third until you completely relieve foot pressure on the accelerator pedal. To return to Overdrive, release the accelerator pedal for a moment.

Locking Out Overdrive—On slippery streets or in mountains always lock out Overdrive. That's so you can take advantage of engine compression for braking effect. To do this when the car is standing still, simply pull the Overdrive knob all the way down.

If the car is moving under 25 mph, accelerate slightly and pull down the Overdrive knob. If the car is travelling more than 25 mph, push the accelerator quickly all the way to the floor to operate the transmission "kick down." Then . . . **DON'T DEPRESS CLUTCH** . . . just pull down Overdrive knob.

Pushing with Overdrive—To "push-start" a car equipped with Overdrive, Overdrive control knob must be pulled down. Other instructions are the same as for standard transmission, page 13.





Breaking in Your New Dodge

The precision manufacturing of your new Dodge no longer makes it necessary to observe an extended break-in schedule during the car's initial miles of operation. However, during the first three hundred miles, be moderate in your starts and stops. Avoid exceeding 50 MPH, although occasional spurts up to this speed will not be harmful.

Higher speeds, where legal, after three hundred miles, are actually desirable in the break-in process if approached gradually and speed is not sustained until five hundred miles have been travelled. In the interest of safety of yourself and your passengers, the manufacturer cautions you to observe all traffic regulations, and to give careful consideration to road hazards, weather, and traffic conditions, and other like factors before using the tremendous built-in reserve of power which your Dodge will deliver.

Engine Warm-up Procedure. Always avoid full throttle acceleration and high speeds until your engine is thoroughly warmed up. When warming up engine, it is preferable to drive at moderate engine speeds until temperature indicator reaches a normal operation point, rather than to allow the engine to idle for extended periods.

Initial Inspections. After one thousand miles have been accumulated, drain and refill crankcase with the correct grade of engine oil. You are entitled to a free inspection and adjustment at 2,000 miles. It's just part of your Dodge dealer service policy. Be sure to take advantage of it to get your Dodge off to a good start.

important advice about

Brakes



You'll find you might need occasional brake adjustments from time to time to compensate for normal brake lining wear, and it's wise to have the master cylinder checked every thousand miles. Otherwise, your brakes need little attention until you've driven many thousands of miles, when it may become necessary to reline your brakes! When you step on the brake pedal, if it goes more than half-way to the floorboard in making ordinary stops, you'll know it's time to see your Dodge dealer for a brake adjustment.

The New Power Brakes on your Dodge, which are available as extra equipment, employ engine vacuum to assist in brake application. Only light pressure is needed on brake pedal to stop car under normal driving conditions. Apply brakes gently, particularly until you are accustomed to them. In case of power failure, brakes will always operate manually.

Your Dodge brakes use Cyclebond lining which gives much longer lining life. But when the brake lining is worn beyond safe limits, you should replace the brake shoes to avoid damage to brake drums and assure safe stops. Let your Dodge dealer check your brake linings periodically and when needed, install MoPar Bonded Brake Lining.

Brake Fluid—Have the brake fluid level in the master cylinder checked at recommended lubrication periods and whenever brakes show adjustment is required. For maximum safety, use only MoPar Super Brake Fluid, which is an SAE heavy body brake fluid.

CAUTION: When driving on slippery pavements, drive carefully. Apply your brakes (especially power brakes) gently, with a pumping action. This will cut down the possibility of skidding. **IN CASE YOU SKID, ALWAYS STEER IN THE DIRECTION THE CAR IS SKIDDING UNTIL THE CAR IS UNDER CONTROL.**

Cooling System

When removing your pressure vent radiator cap, be extremely careful! Follow these instructions: 1) Turn the cap a half-turn to allow pressure to be fully released. 2) Then take the cap off.

Your Dodge cooling system should be cleaned by flushing twice a year with MoPar Cooling System Cleaner or MoPar Radiator Flush for efficient cooling of the engine. Most owners prefer to do this in spring and in fall when removing or putting in anti-freeze solution.

To drain your cooling system, run the engine until water is warm and then shut it off. Remove the drain plugs located in the lower front side of the radiator and on the left and right sides of the engine block on V-8 engines. There is only one drain plug on six-cylinder engine blocks, located on the left side of the engine block. Then replace drain plugs and refill. Always use MoPar Radiator Rust Resistor to avoid a clogged cooling system.

Anti-Freeze Precautions

We know you'll use a good anti-freeze solution—either alcohol or a permanent type. But before adding anti-freeze, have your friendly Dodge dealer check the system for leaks and flush it thoroughly. MoPar Anti-Freeze solution contains a rust-inhibitor.

CAUTION: Anti-freeze solutions containing inorganic solutions, such as sodium chloride or magnesium chloride, should never be used. Water-soluble organic solutions, such as sugar and honey, are not recommended. Never use mineral oils, such as engine oil or kerosene.

Draining in Summer

In order to maintain maximum protection against corrosion, drain anti-freeze after each winter's use. Be sure to flush cooling system thoroughly with MoPar Radiator Flush before adding anti-freeze in fall, and after draining it in spring. Under no circumstances should anti-freeze remain in cooling system during summer, as its deterioration will be much more rapid and will cause corrosion. **NOTE:** For best results always use fresh anti-freeze when refilling in the fall.

Check your fan belt adjustment at regular intervals. In order to tell exactly when a fan belt adjustment is necessary, follow this simple rule: You should be able to deflect the fan belt about $\frac{1}{2}$ inch by thumb pressure only, half-way between the fan pulley and the generator pulley.

E

lectrical

S

ystem

Your new Dodge is equipped with a 12-volt electrical system to allow for the extra voltage requirements of modern accessories, and to meet the demands of the new Dodge high compression engines.

Headlights—The headlights are the all-glass sealed beam type for better illumination. If they ever become damaged or burned out, your Dodge dealer can install a MoPar Sealed Beam replacement unit for you.

In the event any other light bulbs burn out, see chart at right for proper bulb replacement.

Your Dodge main light circuits are equipped with circuit breakers which open automatically before damage occurs. They will continue to open and close until you have the trouble corrected. Then they automatically return and stay in closed position.

Battery—The battery should be kept clean and dry. Also, the terminals of the battery cable should be kept coated with petroleum jelly. If you'll check battery level at least once a week in hot weather and every two weeks in winter, you'll materially extend the life of your battery.

CAUTION: Never allow an open flame or an electric spark to be brought near battery vent openings. When the battery is charging, a mixture of hydrogen and free oxygen is formed. These gases explode when ignited!

Generator—The generator requires little maintenance. Front and rear bearings should be lubricated with several drops of light engine oil every 1,000 miles.

Spark Plugs—For efficient service, we know you'll always keep your spark plugs cleaned and in adjustment. When inspection shows they cannot be cleaned or regapped, have them replaced with MoPar resistor-type plugs.

Horn—The horn is connected through the ignition switch so it can't operate when the switch is turned off. You'll appreciate this feature if you have children.

Electrical Inspection—Top engine performance and economy depend in large measure on your electrical system being in good condition. Have your Dodge dealer check your electrical system every 10,000 miles for tip-top performance.

A Handy Light Bulb Chart

Location	No. Req.	Candle Power	Type No.
Headlights.....	2	45/50W	5400
Parking Lights (w/o Dir. Sig.).....	2	3	67
Parking Lights (w/Dir. Sig.)*.....	2	32-4	1034
Tail Light (w/o Dir. Sig.).....	2	32-4	1034
Tail Light (w/Dir. Sig.)* Same.....	2	32-4	1034
Rear License Plate Lights.....	2	3	67
Back-Up Lights**.....	2	21	1141
Headlight High-Beam Indicator.....	1	2	57
Directional Signal Indicator*.....	1	2	57
Instrument Panel Lights.....	2	2	57
Ignition Switch Light.....	1	2	57
Speedometer Light.....	2	2	57
Map Light**.....	1	15	1004
Dome Light.....	1	15	1004
Rear Compartment Side Light***.....	2	15	1004
Glove Box Lights**.....	1	2	57
Clock Dial.....	1	2	57

* Standard on Royal and Custom Royal Only

** Standard on Custom Royal Only

*** Hardtops and Convertibles Only

CIRCUIT PROTECTORS

Circuit	Type	Capacity Rated
Main Lighting.....	Cir. Brkr.	15 Amps.
Windshield Wiper.....	Cir. Brkr.	5 Amps.
Overdrive Transmission*.....	Fuse	15 Amps.
Clock**.....	Fuse	3 Amps.
Radio—8-tube, 7-tube & 5-tube*.....	Fuse	9 Amps.

* Special Equipment

** Borg Clocks Only

Dodge Convertible

fun under the sun

The switch for raising or lowering your convertible top is located on the instrument panel to your right, below the lower flange of the instrument panel. To keep the operating mechanism in good condition, operate the top at least once a month.

TO LOWER TOP

- 1 Be sure car is standing still.
- 2 Make certain top compartment is entirely free of all objects.
- 3 Open rear window and lay it carefully in top compartment.
- 4 Disengage folding top locking handle (located in center of top header) by pulling to the left.
- 5 Push header free of windshield cam stops (located at extreme left and right sides of windshield), making certain header plunger is free of the center of the windshield.
- 6 Move top control switch lever counter-clockwise and hold in this position until top is fully lowered.
- 7 Remove top cover from luggage compartment and fasten in position over top compartment.

CAUTION: Make sure header is completely released before operating switch. If top is wet, don't keep it folded because the material may mildew.

TO RAISE TOP

- 1 Remove top compartment cover.
- 2 Move switch clockwise and hold until top is fully raised.
- 3 Pull the top header down into place over windshield and lock securely by pulling the locking handle to the extreme right (making certain header plunger and right and left cams are engaged securely).
- 4 Fold cover, pack in case provided and stow in luggage compartment.
- 5 Close rear window.

Note: The top of your convertible folds into a special compartment. Do not use this compartment for stowing luggage. Running engine at fast idle while raising or lowering the top will increase the power available—speeding up the operation.

Dodge Station Wagons—

for work or play

CUSTOM SIERRA AND SIERRA

The Dodge 4-Door Sierra Station Wagons are available in both 2-seat and 3-seat models. For extra cargo space in the 2-seat Sierra, the rear seat may be folded down by following the instructions for the Suburban models.

In the 3-seat Sierras, the rear seat may be removed completely. For maximum cargo area, remove rear seat and fold complete intermediate seat. For convenience, either the $\frac{1}{3}$ section or the $\frac{2}{3}$ section can be folded separately to provide more cargo space.

To Remove the Rear Seat

- 1 Force seat cushion back until it can be lifted from its location.
- 2 Pull back cushion forward at bottom and raise until it releases at top.
- 3 Fold sub-floor forward to fill opening left by seat cushion.
- 4 After removal, cushions may be conveniently stored in the car, if desired.

To Fold Intermediate Seat (Either Section)

- 1 Pull the rear edge of the seat cushion up and forward until it rests against the back of the front seat. The seat cushion will then be in a vertical position.
- 2 Grasp the upper edge of the seat backrest and pull down so that the seat backrest fits into opening left by seat cushion.

For Easy Entry to Rear Seat (1) Pull the one-third seat backrest forward on top of seat cushion; (2) Lift entire seat assembly up and forward against front seat.

CUSTOM SUBURBAN AND SUBURBAN

The new Dodge Suburbans have a unique system of folding down the rear seat to give you additional load-carrying space. Here are some tips to follow:

To Fold Down Rear Seat

- 1 Pull the rear edge of the seat cushion up and forward until it rests against the back of the front seat. The seat cushion will then be in a vertical position.
- 2 Grasp the upper edge of the seat back and pull down so that the entire seat back fits into opening left by seat cushion.
- 3 When these two easy steps are completed, you'll find that the seat back locks the seat cushion securely in its vertical position against the back of the front seat.



Tips

on tires and wheels

For greater puncture and blowout protection, longer life, ease of maintenance and repair, your new Dodge has tubeless tires as standard equipment. Follow these friendly tips and we're sure you'll benefit from substantially longer tire life.

Tire Pressure— Your tires should carry a starting cold pressure of 24 pounds which increases, through a normal pressure build-up of 3 pounds, to a total of 27 pounds for moderate city speeds. 29 pounds is normal pressure for higher speeds. This means a normal build-up of 5 pounds over starting pressure.

CAUTION: Never reduce or "bleed" your tires below the recommended pressures. In addition, always be careful to avoid striking sharp objects or holes in the road with your tires. Be sure to check tire pressure regularly.

Wheel Alignment— Front wheel alignment is established at the factory and is also carefully checked by your Dodge dealer prior to the delivery of your car. Proper wheel alignment should be checked after each year of operation, since correct alignment tends to lengthen materially the life of your tubeless tires.

Tire Valve Caps— Your tire valve caps are important safety items on your new Dodge. Each is designed to maintain air pressure in case of valve failure. These caps could prevent flat tires. Check them often, and replace if lost.

Bumper Jack—Your bumper jack is conveniently stowed back of the spare wheel in the luggage compartment. To remove, just lower the lifting pad on the bumper jack to release tension on the anti-rattle spring. Lift the jack over the wheel carrier, remove the spring, and disengage the base from the raised metal lip on the floor.

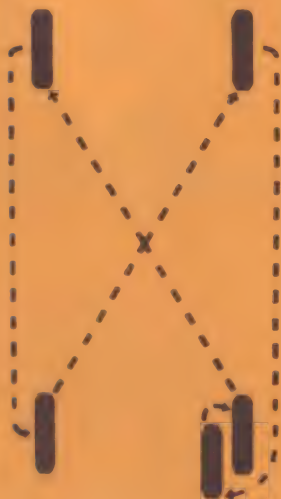


Wheel and Tire

Changing *made easy*

Just Follow These Simple Instructions

- 1 Set your parking brake and block the wheel diagonally opposite the wheel to be changed. Remove your spare tire from the well.
- 2 Remove the hub caps and slightly loosen the wheel cap nuts.
- 3 Place the jack in position with the lifting pad under the bumper and raise the car. (See illustration.)
- 4 Remove the wheel nuts; remove wheel and tire assembly.
- 5 Then install the spare tire and wheel on the hub and replace all the nuts.
- 6 Lower the car by tripping the jack cam and pumping it in the same manner as when you raised the car.
- 7 Tighten all wheel nuts after wheel is on the ground.
- 8 Hold the hub cap against the wheel and install with a sharp blow of the hand. A combination hub cap and wheel trim is installed by pressing into place around the wheel.



TIRE ROTATION DIAGRAM

Follow the tire rotation diagram shown. Once tire rotation procedure is started, you should follow the same procedure every 2,500-3,000 miles for the first 10,000 miles, and every 4,000 miles thereafter.

Care and Repair of Tubeless Tires

Tubeless tires should be inspected at least once a month for best results. Any foreign objects found should be removed. Under normal driving conditions you can drive many miles with a nail in the tire without air loss. We advise that you have any puncturing object removed as soon as you find it, however. In most cases tubeless tires can be repaired on the wheel. Should it be necessary to remove the tire from the rim, have repairs made by your Dodge dealer.



Figure 1

Figure 2

Figure 3

Puncture Repairs With Tire on Rim Simple punctures are easy to repair. All you need is a repair kit that contains an assortment of small, medium and large rubber plugs, a needle inserting tool and cement. Just follow these simple steps:

- 1 Remove the puncturing object from the hole.
- 2 Dip the needle in repair cement and probe into the puncture to locate its direction. Repeat until hole is well lubricated. Do not force the needle if it seems to be blocked. Forcing may make a double hole that is difficult to seal completely. If the needle does not turn freely, twist and turn it to feel for the opening. Select the plug according to the size of the hole, remembering that soft rubber will stretch down. The plug should be at least twice the diameter of the hole.
- 3 Roll the small end of the plug into the "eye" of the needle $\frac{3}{8}$ " from the end of the plug. (Figure 1.)
- 4 Dip plug and needle end in repair cement and immediately insert into the hole in the tire with firm steady motion. As before, do not try to force if it seems against something solid. Feel for the hole. Push the needle in until the short end of the plug snaps through the tire. (Figure 2.)
- 5 Remove the needle by pulling straight out. The plug will unhook automatically. Trim the plug $\frac{1}{8}$ " above the tread surface, check for leakage, and the tire is ready for service. (Figure 3.)

A properly installed plug will last the life of the tire. The portion of the plug protruding outside the tire will soon wear down to the tread surface.

Let "Planned Driving"

work for you!!!

Our "Planned Driving" will show you how to stretch each gallon of gas you use. If you'll simply slow down to moderate speeds and plan stops and starts, you'll increase gas mileage in both city and open road driving. Here are a few basic hints that'll point the way to fuel economy for you!

Engine Warm-Up Procedure—When warming up engine, it is preferable to drive at moderate speeds until temperature indicator reaches a normal operation point, rather than to allow the engine to idle for extended periods.

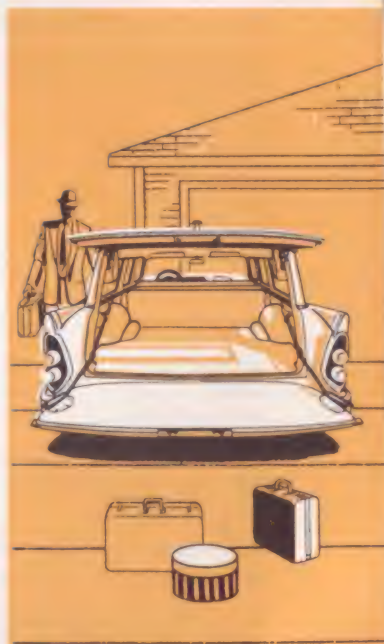
Use Moderate Highway Speeds—At high speed more horsepower is used and in many cases acceleration is more frequent to pass slower cars. All this means extra fuel. So for the best economy, maintain moderate cruising speeds that are practical for the road you're driving.

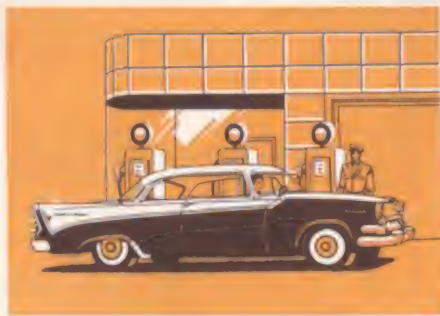
Avoid Unnecessary Starts and Stops—Look ahead, judge the speed of other cars and fit your speed to the car ahead. You'll avoid a great many unnecessary starts and stops. If you can't drive at the speed you want without stopping frequently because of traffic obstacles, drive slower. We've found you'll get there just about as fast and you'll still save gas.

Drive at a Steady Speed—You'll burn more gas getting up to speed than you'll use driving at a steady pace. So avoid excessive acceleration in the city and on the highways. If you maintain a steady speed, you'll use your brakes less and you'll enjoy a smoother ride. It's easier on your pocketbook, too.

Don't Stay In Low Gear—Low gears are power gears and require more gas. Shift to the next higher gear when proper speed is reached.

Don't Idle The Engine—Always turn off the ignition when you're waiting at the curb for friends, when shopping, or when delayed at rail crossings. Never idle engine in gear.





a word about **F**uel and Oil

Oil Changes—Do not change the original oil in your crankcase for the first 1,000 miles in either the 6 or V-8 Dodge engine; merely add SAE 10-W oil if necessary to maintain proper level during this initial driving period. We recommend the first oil change as soon as possible after 1,000 miles. At this time we would also recommend that you refill the crankcase with the proper oil as indicated below. Later oil changes should be at a maximum of 5,000 miles in V-8's, 2,500-3,000 miles in Sixes, according to viscosity recommendations.

Stop-and-go driving, dusty conditions, and short runs in cold weather may require more frequent oil changes. Consult your Dodge dealer for proper lubrication.

Viscosity Recommendations Are As Follows:

If you anticipate driving in temperatures that fall . . . not lower than 32 degrees F. use SAE 30. From 32 degrees F. down to 10 degrees above zero use SAE 20-W. 10 degrees above zero to as low as 10 degrees below zero use SAE 10-W. Lower than 10 degrees below zero use SAE 5-W.

American Petroleum Institute Designations

The purpose of these listings is to provide you with an additional guide for tailoring a motor oil to your particular driving conditions.

MS—"Mostly Severe" Driving . . . (1) High speed driving in hot weather, (2) heavy load operation, (3) driving in temperatures below zero for extended periods, (4) cold weather driving for short distances.

MM—"Mostly Moderate" Driving . . . (1) High speed driving for short periods, (2) long trips at moderate speeds in summer temperatures, (3) long and short trips in moderately cold temperatures.

ML—"Mostly Light" Driving . . . moderate speeds for trips of more than ten miles when no extreme air temperatures are encountered.

From the above explanation it is apparent that oils for service MS will most nearly suit the average driver's requirements.

Multi-Viscosity Oils—When using multi-viscosity oils, be sure that the SAE weight range coincides with the atmospheric temperatures designated by these viscosity recommendations. Oils which do not show the viscosity range or have a range which does not coincide exactly with the viscosity recommendations are not advisable.

Check Engine Oil Level Regularly—It's wise to have your oil level checked every time you stop for gas. Do not add oil until the level drops slightly below the "Add Oil" mark, then add only 1 quart.

Oil Filter Changes—Your Dodge oil filter element for V-8 engines should be replaced every 5,000 miles, or oftener if needed, with the proper MoPAR filter element. Six cylinder engines which are equipped with a bypass type filter should have the element replaced every 2,500 miles. When filter element is replaced, add one additional quart to bring the oil to the proper level. At each oil change, the oil filler pipe cap air cleaner should be removed and thoroughly cleaned in kerosene, recoiled with SAE engine oil, and replaced.

A Word About Fuel—Your new Dodge engine is designed to give highly efficient performance with regular grades of fuel. You won't have to use premium gas to insure proper economy and performance. Visit your Dodge dealer from time to time to make sure that engine timing, distributor points, and spark plugs are properly maintained.

The special fuel filters, (V-8 models only), in the gas tank and fuel line help prevent carburetor and fuel pump trouble. The fuel tank filter requires no cleaning other than draining a small quantity of gas through the fuel tank drain plug periodically. This will remove any water or sedimentation that may have accumulated. Every 1,000 miles, the carburetor air cleaner should be checked. The carburetor filter requires only occasional cleaning.



H eaters—*year around comfort*

Custom Conditionaire MoPAR heater (Model 700, special equipment) provides heated or unheated fresh air inside your Dodge. You'll discover that driving can be a truly comfortable and enjoyable experience summer and winter.

You'll find three controls located on the instrument panel, to the left of the steering column!

1 Air Blower Control Knob—operates motor-driven fan to bring in outside fresh air. Air blower can be operated at low or high speeds. Turn the knob to the first clockwise position for low speeds, and to the second clockwise position for high speed.

2 Defroster Control Knob—operates defroster blower. Defroster control knob can also be operated at low and high speeds, by turning clockwise.

3 Temperature Control Lever—provides thermostatic control of inside car temperature. Has a range from "cool" to "warm." Move lever to "warm" position during warm up, and then regulate to comfort.

The Cowl Ventilator Control Lever (located at the bottom of the instrument panel) controls the cowl ventilator door, which is the source of air for the heating system.

The Fresh Air Door Control Levers (located under instrument panel) when open admit fresh air directly from the cowl ventilator. When closed, direct air through heater.

WINTER OPERATION

- 1 Open cowl ventilator door and make certain fresh air doors are closed.
- 2 Set temperature control lever to "warm" position; regulate to suit as car warms up.
- 3 Use air blower as required.

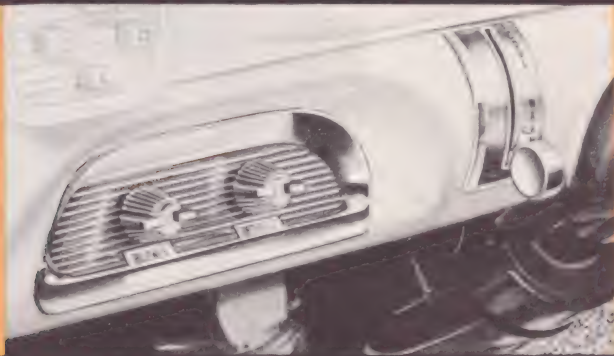
SUMMER OPERATION

Set temperature control lever in "cool" position and open fresh air doors and cowl ventilator door. Air blower may be used to provide additional cool air. Closing the fresh air doors, opening cowl vent and turning on heater or defroster or both will permit operation in wet weather because a special trap carries away the moisture.

TO DEFROST WINDSHIELD

With heater adjusted as above, use defroster blower as required. For maximum defrosting operate both air blower and defroster blower, and move temperature control lever to "warm."

The easily operated heater and defroster controls on your new Dodge are conveniently grouped to the left of your steering wheel.



Highway Hi-Fi Record Player

(Special Equipment)

Your Favorite Music Wherever You Go!

Here's a marvel of the electronic age. The new Dodge Highway Hi-Fi Record Player provides your favorite music wherever you drive . . . whenever you want it. The unit utilizes the regular car radio speaker and volume and tone controls. If a rear seat speaker is installed, both the car radio and Dodge Highway Hi-Fi Record Player use the same rear seat volume control. An ON/OFF switch on the player cuts it in or out from the radio speaker.

To Operate the Dodge Highway Hi-Fi Record Player, Follow These 5 Simple Steps:

- 1 Unlock the cabinet door by inserting key and turning all the way to the right, then pushing in on key and lock button. (If you wish, leave door unlocked and merely press lock button to open—snap shut to close).
- 2 Pull turntable out by handle.
- 3 Select desired record from record storage space directly beneath turntable and place it on turntable.
- 4 Place needle on outside edge of record, and move switch lever to ON position. Slide turntable in and close door.
- 5 Set tone and volume controls on radio dial as desired.



For Your Motoring Enjoyment



Electro Touch-Tuner Radio—MoPar Model 910 *8 tubes, plus rectifier (special equipment)*

MoPAR radio, model 910, features the signal seeking tuner that seeks out and tunes in a radio station signal when the sensitive tuning bar (located above the dial face) is depressed. There are also 5 push buttons that can be set for local stations, and a normal tuning knob.

To Turn Set ON—Turn the volume adjustment knob (located to the left of the push buttons) to the right. Turning this knob to the left shuts your radio OFF. To increase the volume, continue turning the volume knob to the right.

To Adjust Tone—Turn the large concentric knob behind the volume adjustment knob for desired tone quality.

For Manual Tuning—Press the tuning bar, then turn the manual tuning knob (located to right of push buttons) to obtain the desired station.

If your car is equipped with a rear speaker, you can control its volume with the large dial behind the manual tuning knob.

To Adjust Push Buttons—Depress the tuning bar. Turn manual tuning knob until desired station is properly tuned in. Open metal door (located under dial face) that covers the adjusting tabs, and move adjusting tab until it is lined up with the tuning indicator. Then depress the push button desired for that station. All push buttons are adjusted in the same manner. It is recommended that you operate your radio for at least several minutes before adjusting push buttons.

Town or Country Sensitivity Control—This disc is located above tuning bar and controls the number of stations that can be obtained with the signal seeking tuner. With the disc in the "Town" position, the signal seeking tuner will only select stations in the more immediate area. In the "Country" position, it will tune in many additional stations.

Electro Touch Tuning—To change the signal seeking tuning, simply depress the tuning bar. Each time the tuning bar is depressed a different station is tuned in.

Important: Radio aerial must be all the way up and push buttons properly adjusted for satisfactory operation of the Electro Touch-Tuner Radio.

Music Master Radio—MoPar Model 842

7 tubes, plus rectifier (special equipment)

To Turn Set ON—Depress any of the push buttons except button at the extreme left (depressing this button turns the radio OFF).

To Adjust Volume—Turn the volume adjustment knob (located at the left of the push buttons) to the right to increase volume.

To Adjust Tone—Turn the large concentric knob behind the volume adjustment knob until the desired tone quality is obtained.

For Manual Tuning—Turn the manual tuning knob (located to the right of push buttons) to obtain the desired station.

If your car is equipped with a rear compartment speaker, you can blend the output between the front and rear speakers with the large concentric knob behind the manual tuning knob.

To Adjust Push Buttons—Select the station by tuning in properly with the manual tuning knob. Move the push button for that station to the right and pull out. Then completely depress the push button. All push buttons are adjusted in the same manner. It is recommended that you operate your radio for at least several minutes before adjusting push buttons. Check your newspaper for the frequency of local radio stations.

NOTE: The radio dial light is fed from the instrument panel light circuit. The fact that the dial is illuminated does not mean the radio set is turned ON. Dial illumination is variable, according to the setting of the panel light switch.

Velvetone Radio—MoPar Model 621

5 tubes, plus rectifier (special equipment)

To Turn Set ON—Turn the volume adjustment knob (located at the left) to the right. Turning this knob to the left shuts your radio OFF. To increase the volume, turn the volume adjustment knob to the right.

To Adjust Tone—Turn the large concentric knob behind the volume adjustment knob until the desired tone quality is obtained.

To select the stations you desire, turn the manual tuning knob in either direction.

Bi-Fidelity Rear Compartment Speaker (optional equipment)

The rear radio speaker is mounted under the rear package shelf. The rear speaker is used in conjunction with the front radio speaker. Selection of "front speaker only," "rear speaker only" or "both speakers in different proportions" is made by the large concentric knob in back of manual tuning knob. Control adjusts to "high volume front—low volume rear," "low volume front—high volume rear" or to some position between these volume settings.

Important Civil Defense Symbols—In the event of a national emergency when broadcast stations just leave the air, civil defense information will be broadcast by the CONELRAD plan. To hear such information, tune your car radio to 640 or 1240 KC indicated by the civil defense symbol on the dial.

Antennae—Wax regularly with MoPAR wax to preserve finish and permit easier extension of sections.



Dodge

Airtemp

Air Conditioning

Standard and Deluxe Models (Special Equipment)

Your Dodge air conditioning system provides cool, dehumidified, filtered air for passenger comfort. For maximum efficiency of operation make certain that the cowl ventilator and all windows are closed. Then operate controls as follows:

- 1 Turn on Blower Speed Knob. Blower speed is variable and can be set at any position. To recirculate air without refrigeration, simply turn on blower knob, with temperature knob off.
- 2 Turn on Temperature Control Knob to either of the two cooling levels. (This engages the magnetic clutch—Deluxe model only—which starts the compressor.)
- 3 For quick cooling, such as after a car has been parked for a considerable period of time under a hot sun with windows closed, set blower knob for maximum speed, and open a vent wing for a short time to permit hot air to be forced out.

Fresh Air Control Levers—(Deluxe model only)—The fresh air control levers are located in the trunk of your car at the upper right and left corners of the evaporator unit. The addition of fresh air to the air conditioned car is extremely desirable. The pressurizing effect eliminates hot drafts, stale smoke and gives needed air changes. The air conditioner should run with the fresh air doors open. They should be closed only in the winter, when outside air is not wanted. These doors have only two positions, open and closed.

Winter Operation—During cold weather keep the fresh air control levers in the CLOSED position.

Car Air Conditioning Service—For any additional information or service on the air conditioner, please contact your local Dodge dealer.

Car Cleaning Hints

Exterior

Your new Dodge is finished with the finest quality high baked enamel available. It requires only a minimum amount of care and attention. Here are a few tips which will help keep that new-car appearance.

Washing—Wash your car frequently with MoPAR Wash Powder, using a clean sponge and running water, rinse or sponge off. Never use soap as it leaves a dull film on highly finished surfaces. You can dry the finish to a high lustre with a clean, damp chamois skin. Do not use a dry cloth to wipe car since dust and grime will act as an abrasive.

Polishing—If you want to polish your car, be sure to use a non-abrasive liquid polish, such as MoPAR Automobile Polish. It will restore the finish to its original high lustre.

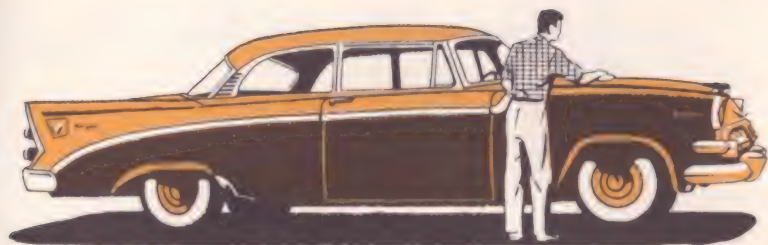
Removing Dirt and Road Oil—We'd like to have you use MoPAR Tar and Road Oil Remover. Then you can be sure it won't damage the finish of your car.

Cleaning Chromium—You can keep your chrome in good condition simply by washing it regularly with water, and drying it thoroughly. This is especially important during winter months to remove corroding road salt. MoPAR Chrome Cleaner is recommended if chrome cleaner is needed.

Cleaning Glass Surfaces—Always use a damp cloth when cleaning dirty windshields—this will minimize scratching of the glass. Use MoPAR Glass Cleaner for best results.

Care of Convertible Tops—Rub surface gently with a cloth, slightly dampened in clear water, using castile-type soap. Go over plastic with cloth moistened in clean water, finish by rubbing with clean, soft cloth. Do not apply cleaning fluids of any nature.

Note: The superior finish of your new Dodge will withstand the abuse of normal use. However, to ward off possible damage to the finish caused by such things as industrial residue, tree spray, tree sap, salt air, road chloride, etc., we recommend that you wash your new Dodge frequently and keep it protected by MoPAR maintenance aids that fit your particular needs.



Interior

To keep the interior of your new Dodge clean and attractive, we recommend that you give the upholstery and carpets essentially the same care as home furnishings of similar material. For accidental stains or spots, these suggestions may prove helpful:

***Blood Stains**—Use clean cloth dampened with cold water.

Fruit Stains and Ice Cream—Rub the stain with a clean cloth and hot water. When it's dry, rub it lightly with MoPAR Spot Remover.

***Grease and Oil**—Scrape loose grease from upholstery with a dull knife. Dampen cloth with cleaner and rub with circular movement, working inward to avoid rings.

Cosmetics—Use cleaning solution and a white blotter.

Chewing Gum or Tar—Moisten with cleaner and scrape off with a dull knife.

Urine—Sponge stain with mild soap suds. Clean with cloth dipped in cold water, then apply solution of one-part ammonia and 5 parts water. Wipe with a clean white cloth.

Candy—All candy stains, except chocolate, can be removed with hot water. For chocolate stains, rub lightly with cloth dipped in lukewarm water. Then sponge with a second cloth wetted with cleaner.

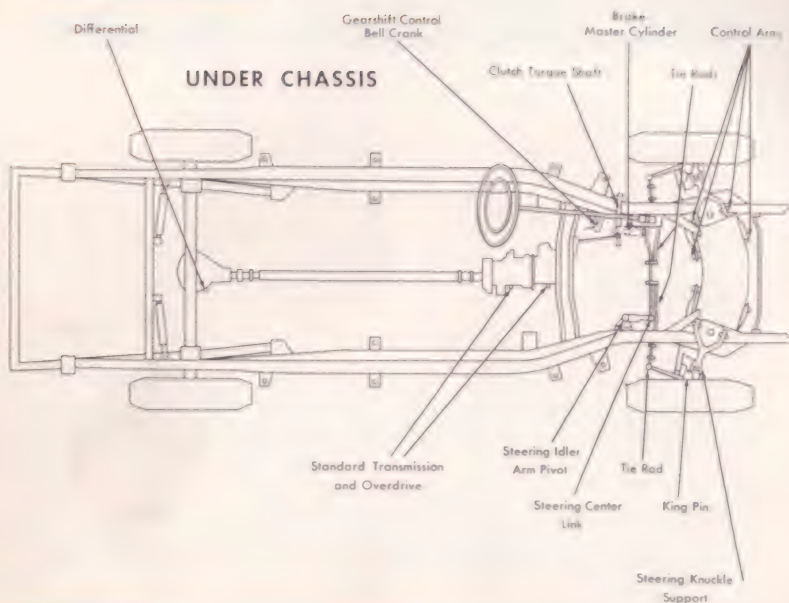
Illness (Nausea)—Sponge with clear cold water. Then wash with lukewarm soapy water. Rinse with cold water.

Cordagrain—Rub surface gently with a cloth, slightly dampened in clear water, using castile-type soap. Go over with cloth moistened in clean water, finish by rubbing with clean, soft cloth. Do not apply cleaning fluids of any nature to this type of trim material. Do not use any harsh abrasive cleaner on any part of the interior door panel.

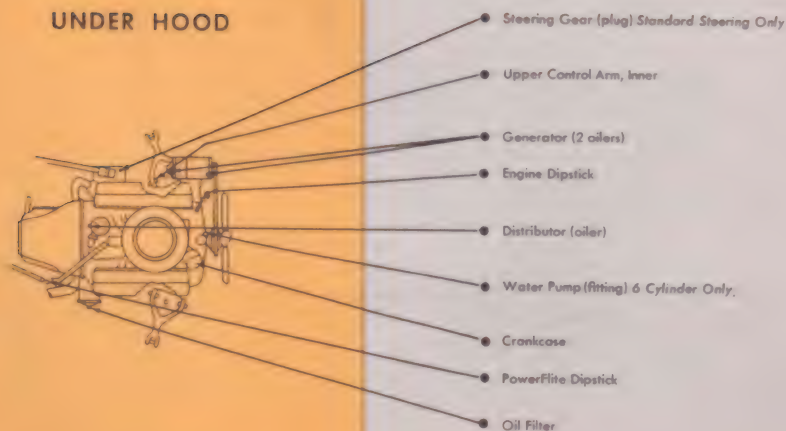
*Use MoPAR Karkleen for best results.

Lubrication Check List

(8 Cylinder)



UNDER HOOD



Every 1,000 miles or 30 days, whichever occurs first

LOCATION

TYPE LUBRICANT

Upper Control Arms

Chassis Lubricant

Lower Control Arms

Chassis Lubricant

Tie Rod Ball Joints

Chassis Lubricant

Clutch Torque Shaft

Chassis Lubricant

Water Pump (6 only)

Water Pump Grease Only

Steering Gear,

Manual Type

SAE 90 Fluid Gear Lubricant. Check level. Replenish when level is below the filler hole. Do not use a pressure gun. NOTE: To ease steering during extremely cold weather use SAE 80 or SAE 90 diluted with a small amount of SAE 10-W Engine Oil.

See your authorized Dodge dealer.

Power Steering

Parking Brake Linkage,

External-Contracting
type only.

Engine Oil (Internal-expanding requires no servicing.)

Rear Axle

Multi-Purpose Hypoid Gear Lubricant, SAE 90 for Summer and Winter above -10 degrees F., SAE 80 for extreme winter, below -10 degrees F. Remove filler plug and check level. Replenish to level of filler hole. Do not overfill.

3-Speed Transmission

SAE 10-W Engine Oil. Remove filler plug and check level. Replenish to level of filler hole. NOTE: In warm territories where SAE 10-W is not available, SAE 20-W may be used.

3-Speed Transmission
with Overdrive

SAE 10-W Engine Oil. Remove transmission and Overdrive filler plugs and check level. Replenish to level of filler holes. NOTE: In warm territories where SAE 10-W is not available, SAE 20-W may be used. When temperatures are consistently below 10 degrees F., SAE 5-W should be used.

PowerFlite

Transmission

Automatic transmission fluid, type A. Check transmission oil level indicator and replenish to level.

Transmission Cold:

Level should not be below L or "low" mark.

Transmission Hot:

Level should not be below F or "full" mark.

NOTE: SPECIAL LOW TEMPERATURE RECOMMENDATION—If it is anticipated that the average temperature range will be below -10 degrees F., replace one quart of fluid with refined kerosene; this service need be performed once at the beginning of the low temperature season. Thereafter, necessary replenishment of PowerFlite should be with automatic transmission fluid—Type A, until the next seasonal dilution or the 20,000-mile oil change. CAUTION: TO PREVENT DIRT FROM ENTERING THE TRANSMISSION, MAKE SURE THE OIL LEVEL INDICATOR IS PROPERLY SEATED IN THE FILLER TUBE.

Chassis Lubricant

Steering Knuckle
Pivot Pin Bearings

1,000 miles

LOCATION

Carburetor Air Cleaner
(Oil Bath)

TYPE LUBRICANT

Engine Oil, SAE 50 for temperatures above freezing and SAE 20-W for temperatures below freezing. If the sump contains a semi-solid mixture of dirt and oil up to the lower offset in the reservoir, the air cleaner should be removed and thoroughly cleaned. Remove the cover and filter element and rinse in kerosene and drain. Empty the dirty oil from the reservoir, clean out the sump, and refill to the indicated level. NOTE: Cars operating in dusty territories may require more frequent service of this unit.

Door Hinges, Springs,
Hood Clamps, and
other Hard-to-
Lubricate Places

MoPAR Dripless Penetrating Oil

Door Striker Plates,
Dovetails, and
Rotor Wheels

MoPAR Door Ease Lubricant

Door Lock Cylinders

MoPAR Lubriplate or similar lubricant. Use sparingly. Light Engine Oil. Five or ten drops in oil cup. CAUTION: Keep oil away from breaker points.

Distributor

Light Engine Oil. Two oil cups. Put five or ten drops in each cup.

Generator

Every 10,000 miles or once a year (whichever occurs first)

LOCATION

Front Wheel Bearings

TYPE LUBRICANT

Short Fiber Wheel Bearing Grease—Medium. Do not add grease to wheel bearings. All grease should be removed from the bearing and hub and the assembly cleaned and repacked. Add 2½ oz. to the inner surface of the hub.

Gearshift Remote
Control

MoPAR Lubriplate or Water Pump Grease. Rub a thin film of grease in the groove of the gearshift rod end.

Speedometer

MoPAR Speedometer Oil. Unscrew and remove the oil tube with wick from the speedometer housing and remove the shaft. Coat the shaft with the lubricant and reinstall.

Distributor

Light Engine Oil and MoPAR Cam Lubricant. Remove distributor rotor and put two or three drops in felt wicking in top of cam. When replacing contacts, apply MoPAR Cam Lubricant to bumper block or distributor contact arm. CAUTION: Keep oil away from breaker points.

every 20,000 miles

LOCATION

3-Speed Transmission

TYPE LUBRICANT

SAE 10-W Engine Oil. Drain and refill. Keep level at bottom of filler hole. NOTE: In warm territories where SAE 10-W is not available, SAE 20-W may be used. Refill with 2¾ pts. of oil.

3-Speed Transmission with Overdrive

SAE 10-W Engine Oil. Drain and refill. Remove both transmission and Overdrive drain plugs when draining. First, fill the Overdrive unit to level of filler hole with ¼ pt. of oil, then fill the transmission to level of filler hole with 2¾ pts. Check level of each unit and add lubricant if necessary. NOTE: In warm territories where SAE 10-W is not available, SAE 20-W may be used. When temperatures are consistently below —10 degrees F., SAE 5-W Engine Oil should be used until the period of the extremely low temperature is over; the transmission should then be refilled with SAE 10-W Engine Oil.

PowerFlite

Drain and refill with approximately 10 qts. of automatic transmission fluid, type A; have this operation done by your Dodge dealer.

Rear Axle

Multi-Purpose Hypoid Gear Lubricant SAE 90 for summer and winter above —10 degrees F., SAE 80 for extreme winter below —10 degrees F. Drain and refill to level of filler hole with 3¼ pts. NOTE: Do not overfill.

Rear Wheel Bearings

Short Fiber Wheel Bearing Grease—Medium. Remove plug and lubricate with ½ oz. using a low-pressure gun. CAUTION: Do not overlubricate.

Universal Joints (Ball and Trunnion Type)

Heavy Fiber Universal Joint Grease. Disassemble, clean, and repack. Use 1½ oz. per joint.

Points Requiring No Lubrication—clutch release bearing, carburetor linkage, starter bearings, foot accelerator, rubber bushings, automatic choke (6-Cyl. and V-8), rear springs (all cars), all control linkage for cars equipped with PowerFlite transmission, brake and clutch pedals and linkage.

Lubrication and Inspections

Every 1,000 Miles: Check fluid level of master brake cylinder, transmission, rear axle, steering gear and power steering reservoir (if so equipped). Inspect carburetor, air cleaner, clean and re-oil. Lubricate chassis, water pump (6 only), distributor oil cup and generator. Check belt tension.

Every 2,500-3,000 Miles Maximum: Six cylinder models only: Change oil. Clean and re-oil filler pipe air cleaner and change oil filter.

Every 5,000 Miles Maximum: All models: Replace oil filter element. Change oil. Clean and re-oil filler pipe air cleaner.

Every 10,000 Miles: Regap spark plugs. Lubricate distributor cam wick, speedometer and cable. Clean and repack front wheel bearings. Tighten body chassis bolts. Check tires for wear, have wheels aligned if required. Check headlights and aim. To obtain maximum engine performance and economy, engine adjustments and operation of components should be checked.

Every 20,000 Miles: Drain and refill rear axle and transmission. Clean and repack U-Joints, front and rear wheel bearings. If equipped with PowerFlite, drain and refill only with approximately 10 quarts of fresh automatic transmission fluid, Type A. This transmission lubrication is independent of any crankcase lubrication requirement.

Special Attention: Cars operated principally on gravel or dusty roads may require more frequent lubrication attention and should be serviced as required. In dusty operations, air cleaners should be cleaned more often—once a day under exceptionally severe operating conditions.

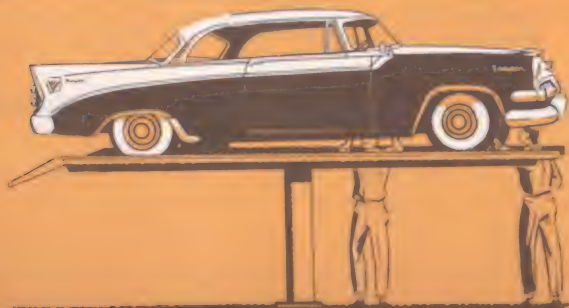
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2	5	0	0	0
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5	0	0	0	0
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1	0	0	0	0	0
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2	0	0	0	0	0
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Important Specifications

V-Eight

EXTERIOR DIMENSIONS

Over-all length (max.)	212.0" all models 214.3" Suburban and Sierra
Over-all width (max.)	74.6", all models except Suburban and Sierra which are 74.1"

CAPACITIES

Fuel tank	17 gallons all models 18½ gallons Suburban and Sierra
Crankcase	5 qts. (Add additional quart when oil filter is replaced)
Cooling system	20 qts.
Cooling system with heater	21 qts.
Rear axle	3¼ pints
Carburetor air cleaner	1 pint
PowerFlite	10 qts.

WHEELS AND TIRES

Wheel type	Safety Rim
Wheel diameter	15"
Tire size	7.10 x 15 7.60 x 15 (optional equipment)

ENGINE DATA

Type	Overhead Valve 90° V
Cylinders	8
Taxable horsepower	42.2

FUEL SYSTEM

Carburetor	Dual throat-downdraft
Choke	Automatic integral type
Fuel pump	Mechanical
Air cleaner and silencer	Oil bath
Fuel filter	Oilite

OIL SYSTEM

Oil pump	Rotary
Oil pressure (normal operation)	40-65 lbs.
Oil filter	Shunt-type
Filter cartridge	Replaceable

IGNITION SYSTEM

Firing order	1-8-4-3-6-5-7-2
Spark plug	AR-52
Spark plug size	14 mm.
Spark plug gap	.035"
Initial timing	4° BTC \pm 4°

ELECTRICAL SYSTEM

Battery	6 cell
Battery voltage	12 volt
Battery capacity	60 amp/hr.
Generator regulator	30 amp.
Starter	Folo-Thru

V-Eight *(continued)*

Chassis Data

FRAME

Type.....	Box section side rails
Cross-members.....	4
Wheelbase.....	120"
Steering system.....	Symmetrical idler arm
Power Steering.....	Coaxial

REAR SUSPENSION

Springs.....	Semi-elliptical grooved leaves
Spring length and width.....	52" x 2.5"
Spring leaf separation.....	Interliners
Shock absorbers.....	Direct Acting Oriflow

REAR AXLE ASSEMBLY

Type.....	Semi-floating
Final drive system.....	Hotchkiss Drive

TRANSMISSIONS

Standard.....	Easy-Shift 3-Speed Transmission
Overdrive.....	Automatic Overdrive with
	Easy-Shift 3-Speed Transmission
PowerFlite.....	Fully-automatic transmission
	with torque converter.

BRAKE SYSTEM

Service type.....	Internal expanding hydraulic drum
Service braking area.....	173½ sq. in.
Service brake lining type.....	Cyclebond
Service brake lining diameter and width.....	11" x 2"
Parking brake.....	External-contracting for standard transmission and Overdrive. Internal-expanding for PowerFlite.

Six

EXTERIOR DIMENSIONS

Over-all length (max.).....	212.0" all models
	214.3" Suburban
Over-all width (max.).....	74.6" all models except
	Suburban and Sierra
	which are 74.1

CAPACITIES

Fuel tank.....	17 gals. all models
	18½ gallons Suburban
Crankcase.....	5 qts. (Add 1 qt. when oil filter is replaced)
Cooling system.....	13 qts.
Cooling system with heater.....	14 qts.
Rear axle.....	3½ pts.
Carburetor air cleaner.....	1 pt.
PowerFlite.....	10 qts.

Six (continued)

WHEELS AND TIRES

Wheel type.....	Safety Rim
Wheel diameter.....	15"
Tire size.....	6.70 x 15
	7.10 x 15 (optional equipment)

ENGINE DATA

Type.....	L-Head in Line
Cylinders.....	6
Taxable horsepower.....	25.4

FUEL SYSTEM

Carburetor.....	Dual throat-downdraft
Choke.....	Integral automatic
Fuel pump.....	Mechanical
Air cleaner and silencer.....	Oil bath

OIL SYSTEM

Oil pump.....	Rotary
Oil pressure (normal operation).....	40-50 lbs.
Oil filter.....	By-pass oil filter
Filter cartridge.....	Replaceable

IGNITION SYSTEM

Firing order.....	1-5-3-6-2-4
Spark plug.....	AR 80
Spark plug size.....	14 mm.
Spark plug gap.....	.035"
Initial timing.....	4° BTC \pm 4°

ELECTRICAL SYSTEM

Battery.....	6 cell
Battery voltage.....	12 volts
Battery capacity.....	50 amp/hr.
Generator regulator.....	30 amp.
Starter.....	Folo-Thru

Chassis Data

FRAME

Type.....	Box section side rails
Cross-members.....	4
Wheelbase.....	120"
Steering system.....	Long and short tie rods
Power Steering.....	Coaxial

REAR SUSPENSION

Springs.....	Semi-elliptical grooved leaves
Spring length and width.....	52" x 215"
Spring leaf separation.....	Interliner
Shock absorbers.....	Direct Acting Oriflow

Six *(continued)*

REAR AXLE ASSEMBLY

Type	Semi-Floating
Final drive system	Hotchkiss Drive

TRANSMISSIONS

Standard	Easy-Shift 3-Speed Transmission
Overdrive	Automatic Overdrive with Easy-Shift Transmission
PowerFlite	Fully-automatic transmission with torque converter

BRAKE SYSTEM

Service type	Internal expanding hydraulic drum
Service braking area	173.5 sq. in.
Service brake lining type	Cyclebond
Service brake lining diameter and width	11" x 2"
Parking brake	External-contracting with standard transmission and Overdrive.
	Internal expanding with PowerFlite Transmission

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Location of engine, vehicle and body numbers

Engine Number

Stamped on a machined boss; On the upper left side of the 6-cylinder engine block; and on the top front center of the V-8 engine block.

Vehicle Number or Identification Number

Stamped on a metal plate located on the left front door body hinge post.

Body Number

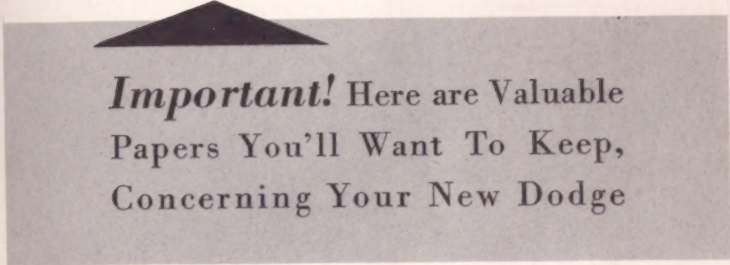
The body number of your car is stamped on a metal plate attached to the front side of the cowl under the hood.

Important!

How To Get the Most
Out Of Your New Dodge

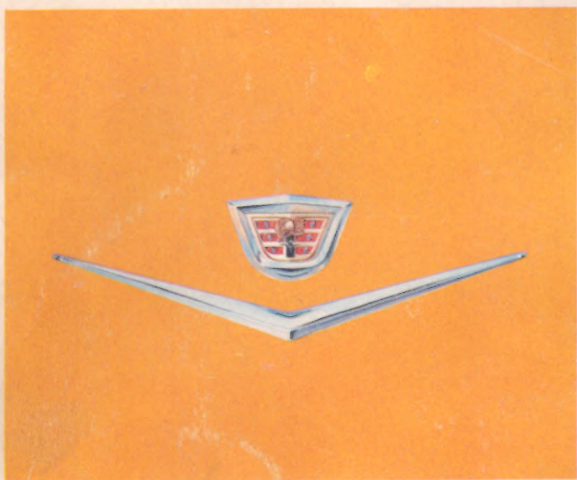
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**READ YOUR OWNER'S
MANUAL CAREFULLY**



Important! Here are Valuable
Papers You'll Want To Keep,
Concerning Your New Dodge

NOTE: Any Dodge owner desiring additional technical information on his 1956 Dodge can purchase a copy of the Dodge Passenger Car Service Manual from Chrysler Corporation, Dodge Division, Service Dept., P.O. Box 1259, Detroit 31, Michigan, for a nominal charge.



DODGE DIVISION, CHRYSLER CORPORATION

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